

2 September 2022

TfNSW Reference: SYD19/01350/46

Departments Reference: SSD- 10448 – MOD 2

Attention: Bruce Zhang
Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

AMMENDED APPLICATION - SECTION 4.55 MODIFICATION TO ASPECT INDUSTRIAL ESTATE, WAREHOUSE 9 - 804-882 MAMRE RD, KEMPS CREEK

Dear Mr Zhang,

Reference is made to the Department's referral dated 10 August 2022 with regard to the abovementioned modification to the State Significant Development Application (SSD), which was referred to Transport for NSW (TfNSW) for comment.

This Modification Report seeks approval for modifications to the approved SSD 10448, pursuant to Section 4.55(2) of the Environmental Planning and Assessment Act, 1979 (EP&A Act) to modify the Concept Master Plan and Stage 1 works.

TfNSW notes that the proposed modifications to the Warehouse 1 built form include revised vehicular access arrangements with a 9.6m wide truck entry/exit way off Access Road 1 and two truck entry/exit ways off Access Road 2.

TfNSW does not support the proposed left turn deceleration lane into Warehouse 1 due to the proximity to the signalised intersection of Mamre Road/Access Road 1. TfNSW provides the following comments to expand on the safety issues:

1. TfNSW is concerned with the close proximity to the traffic signals and impacts to its safe and efficient operation. A heavy vehicle that uses the driveway will be approaching at a very low speed due to the size of the vehicle, short deceleration lane and high angled entry. In addition, the short length and width of the deceleration lane does not adequately accommodate for a 26m B-double or 36.5m PBS Level 3 type A vehicle and therefore long vehicles will not effectively utilise the lane.

This can result in rear-end crashes and traffic banking to the traffic signals. The consequences are a loss of efficiency at the intersection and the deterioration of the Level of Service for vehicles attempting to enter the Estate from Mamre Road. This issue is apparent for both the left turn and right turn approaches to Access Road 1.

2. The approved Mamre Road upgrade Stage 2 strategic plans indicate a dual right turn from Mamre Road into Access Road 1. TfNSW raises concerns with potential conflict of vehicles turning right from

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Mamre Road (in the ultimate arrangement of dual right turn) and changing lanes to access the deceleration lane (very close to signalised intersection). This could lead to potential side swipe issues and queuing into the intersection. It is also considered that the slow movement of a heavy vehicle will lead to adverse intersection efficiency impacts when merging across lanes to access the entrance to Warehouse 1 hardstand.

It is noted that TfNSW is currently reviewing the Strategic plans which may result in further refinement to the intersection. However, the timing of any updated plans (should there be updates made) will not be apparent until 2023. Therefore, the current approval plans indicate a dual right turn.

Based on the above issues raised, TfNSW considers Condition D11 shown below has not been satisfied to TfNSW requirements.

D11. Prior to the commencement of any construction works (excluding bulk earthworks) for Warehouse 1 as described in the EIS, the Applicant must prepare and submit design plans in consultation with TfNSW, FRNSW, and Council, and to the satisfaction of the Planning Secretary, demonstrating access to the development from Access Road 1 complies with relevant FRNSW and TfNSW access requirements

If you have any further questions, Ms Laura van Putten would be pleased to take your call on (02) 8849 2480 or please email development.sydney@transport.nsw.gov.au. I hope this has been of assistance.

Yours sincerely



David Rohloff
Senior Manager Land Use Assessment West & Central, Greater Sydney